

# CHINA



# MAIL.

Established February, 1845,

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXV. No. 4897. 二月八日英一千八百七十九年九月三十日

HONGKONG, TUESDAY, MARCH 18, 1879.

己卯二月六日

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, *Clement's Lane*, Lombard Street; *GEORGE STREET & Co.*, 30, *Cornhill*; *GORDON & GOTCH*, *Ludgate Circus*, E. C.; *BATES, HENDY & Co.*, 4, *Old Jewry*; *E.C. SAMUEL*, *DAEMON & Co.*, 160 & 164, *Leadenhall Street*.

PARIS AND EUROPE.—*LEON DE ROSNE*, 18, *Rue Monsieur*, *Paris*.

NEW YORK.—*ANDREW WIND*, 133, *Wall Street*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—*GORDON & GOTCH*, *Melbourne* and *Sydney*.

SAN FRANCISCO and American Ports generally.—*BRAM & BLACK*, *San Francisco*.

SINGAPORE AND STRAITS.—*SAYLOR & Co.*, *Square, Singapore*; *C. HEINZEN & Co.*, *Manila*.

CHINA.—*MESRS A. A. DE MELLO & Co.*, *Macao*; *MESSRS J. C. AMYNS, WILSON, NICHOLS & Co.*, *Foochow*; *HEDGES & Co.*, *Shanghai*; *LANE, CRAWFORD & Co.*, and *KELLY & WALSH*, *Yokohama*; *LANE, CRAWFORD & Co.*

## BANKS.

BONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,.....\$5,000,000 Dollars  
RESERVE FUND,.....\$300,000 Dollars

COUNCIL OF DIRECTORS.  
Chairman—W. H. FORBES, Esq.

Deputy Chairman—Hon. W. KESWICK,  
E. R. BENNISON, Esq., WILHELM REINERS,  
H. L. DALMYPLE, Esq.,  
H. HORPIUS, Esq.,  
A. MCIVER, Esq.

CHIEF MANAGER,  
Hongkong,...THOMAS JACKSON, Esq.  
MANAGER,  
Shanghai,...EWEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

## HONGKONG.

### INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—  
For 3 months, 3 per cent. per annum,  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager.

Office of the Corporation,  
No. 1, Queen's Road East,  
Hongkong, February 15, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.

At 3 months' notice 3% per Annum.  
" 6 " " 4% " "  
" 12 " " 5% " "

On Current Accounts at Rates which can be ascertained at their Office.

D. A. J. CROMBIE,  
Acting Manager.

Oriental Bank Corporation,  
Hongkong, November 23, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL,.....\$800,000.  
RESERVE FUND,.....\$150,000.  
Bankers.

THE BANK OF ENGLAND.

THE CITY BANK.

NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 3 per cent. per annum,  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

GEORGE PHILLIPS DARK (Deceased).

CLAIMS against the above Estate should be sent in to the Undersigned before the 15th of March.

H. F. HANCE,  
Acting Consul.

Canton, Feb. 26, 1879.

## RECENTLY ARRIVED, —AND— FOR SALE.

RODGERS'S CELEBRATED CUT-  
LERY.  
WATERLOW'S and DE LA RUE'S  
STATIONERY.  
DESSERT and DINNER SERVICES.  
TABLE GLASSWARE.  
CABIN SUSPENSION and BULK-  
HEAD SWINGING LAMPS for OIL.  
CABIN SWINGING CANDLE-  
STICKS.  
SIGNAL and MASTHEAD LAMPS,  
(Latest Admiralty Regulation).  
TUBE EXPANDERS, Assorted Sizes.  
ENGINEER'S HAMMERS.  
MATHEMATICAL INSTRUMENTS.  
COPPER WIRE GAUZE.  
SPIRIT LEVELS.  
INDIA RUBBER SHEETS, Assorted  
Sizes.  
INSERTION RUBBER, Assorted Sizes.  
INDIA RUBBER DOOR MATS.  
INDIA RUBBER SUCTION and DE-  
LIVERY HOSE.  
CANVAS DELIVERY HOSE.  
LEATHER BELTING.

A Large and Choice Assortment of  
American and English  
ELECTRO-PLATED WARE.

NEW and POPULAR BOOKS,  
INSTRUCTIVE and AMUSING.  
EDUCATIONAL WORKS.

WORKS OF REFERENCE.

PRESERVATION BOOKS.  
NOVELS, &c.  
MUSIC & SONGS,  
by First class Composers.

OPERAS, MUSICAL INSTRUCTION BOOKS, &c.

A Fine  
Selection  
of SHERRIES.

Very Fine "O. K."  
BOURBON WHISKY.  
CHATEAU DE FRANDS.  
(A fine full flavoured  
Breakfast CLARET.)

BRANDIES.  
GIN.  
LIQUEURS.  
ALCOHOLIC  
&c.

LAMMERT, ATKINSON & CO.,  
Hongkong, February 21, 1879.

## AUCTIONS.

### PUBLIC AUCTION.

THE Undersigned will sell by Public  
Auction, on

WEDNESDAY,  
the 19th March, 1879, at 2 p.m., at his  
Sales Rooms, Queen's Road.

An Invoice of  
OLEOGRAPHS and CHROMO-  
LITHOGRAPHS.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,  
Auctioneer.

Hongkong, March 15, 1879. mri19

## LAND AUCTION.

LANE, CRAWFORD, & Co. will  
sell by Public Auction,

on

SATURDAY,

the 22nd March, at Noon,—

INLAND LOT, No. 173, measuring

about 57½ Feet by 47 Feet, and having

frontages on Wellington, Graham, and

Gutzlaff Streets.

There is Room to erect Four Chinese  
Houses.

The Crown Rent is \$44.51.

The central position of this Lot makes

it a most desirable investment.

TERMS OF SALE.—One-third of the  
Purchase Money on the fall of the  
hammer, the remainder on completion  
of the Transfer. Expenses of Transfer  
to be borne by the Purchaser.

Hongkong, March 11, 1879. mri22

## PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION,  
shortly, or at day to be  
hereafter named, unless previously dis-  
posed of by private contract.

## THE HONGKONG DISTILLERY,

Situate at East Point, Hongkong, now  
in Complete Working Order, and Cap-  
able of Distilling upwards of 2,000  
Gallons daily. The Property is of a most  
valuable nature, comprising THREE  
PIECES of GROUND close to the  
water, viz.—Inland Lots Nos. 749, 781  
and 782, with the Substantially Built  
DWELLING HOUSE and BUSINESS PRE-  
MISES, erected specially for the purpose  
only a few years since, together with the  
MACHINERY, ENGINES, STILLS, VATS,  
STOCK, and TRADE FURNITURE and FIT-  
TINGS.

For further Particulars, apply to  
Messrs SHARP, TOLLER, and  
JOHNSON,  
Solicitors, Supreme Court House,  
Hongkong.

Hongkong, March 5, 1879.

## THE CHINESE IMPERIAL GOVERNMENT,

Authorized by Imperial Decree dated the 14th Day of the Ninth Moon of the Fourth  
Year of Kwung-Su (9th October, 1878).

## LANE, CRAWFORD & Co.

ARE AGENTS FOR

CURCIER and ADETS' CLARETS.  
CHUDE'S SAFFS.  
WHITBREAD'S STOUT.  
VAN HOBOKEN'S GIN.  
FOSTER'S Bottled ALE and STOUT.  
GENTS' TOOL CHESTS.  
CABIN SUSPENSION and BULK-  
HEAD SWINGING LAMPS for OIL.  
CABIN SWINGING CANDLE-  
STICKS.  
SIGNAL and MASTHEAD LAMPS,  
(Latest Admiralty Regulation).  
TUBE EXPANDERS, Assorted Sizes.  
ENGINEER'S HAMMERS.  
MATHEMATICAL INSTRUMENTS.  
COPPER WIRE GAUZE.  
SPIRIT LEVELS.  
INDIA RUBBER SHEETS, Assorted  
Sizes.  
INSERTION RUBBER, Assorted Sizes.  
INDIA RUBBER DOOR MATS.  
INDIA RUBBER SUCTION and DE-  
LIVERY HOSE.  
CANVAS DELIVERY HOSE.  
LEATHER BELTING.

W. T. ALLEN & Co.'s ORNAMENTAL  
IRON WORK.

GILBY & SONS' WINES.

BASE'S DRAUGHT ALE.

LETTS'S DIARIES.

ISIGNY BUTTER.

TEACHER'S WHISKY.

CONSTITUTIONAL REVOLVERS.

THE NEW LIFE JACKET.

LONDON & CHINA EXPRESS, OVER-

LAND MAIL, and THE HOME

NEWS.

## LANE, CRAWFORD & Co.

BEG TO CALL SPECIAL ATTENTION TO THE FOLLOWING DEPARTMENTS:

### COAST ORDER DEPARTMENT:

ORDERS from the COAST or OUT-PORTS are Promptly and Carefully  
Executed. Goods not in Stock will be procured, if possible, in the Colony.

### SPECIAL ORDER DEPARTMENT:

BOOKS, SCIENTIFIC INSTRUMENTS, ORNAMENTAL HOUSE or GAR-  
DEN FITTINGS, FURNITURE, PIANOS, MEDICINES, BILLIARD TABLES,  
ARMHS, &c., &c., ordered from ENGLAND, at Commission (all trade discounts being  
allowed) on the laid down cost, of 5 per cent. on amounts over, and 10 per cent.  
on amounts under \$100.

### FORWARDING AGENCY:

PACKAGES of CURIOS, TEA, PRESERVES, &c., &c., forwarded to any  
Address in the UNITED KINGDOM by each P. & O. Mail. Charges in full collected  
either here or from the Consignees as desired. Particulars required with each  
Package are, Contents for declaration at Customs and value for insurance.

Hongkong, February 27, 1879.

## EIGHT PER CENT. SILVER LOAN

## OF THE CHINESE IMPERIAL GOVERNMENT,

Authorized by Imperial Decree dated the 14th Day of the Ninth Moon of the Fourth  
Year of Kwung-Su (9th October, 1878).

Haiquan Taels 1,750,000—Shanghai Taels 1,949,500 Stock.

In Bonds of Shanghai Taels 500 each, bearing Interest from 11th April, 1879.

The First Instalment of Interest being payable on 5th October, 1879,  
HONGKONG AND SHANGHAI.

The Bonds are redeemable at PAR WITHIN SIX YEARS (1884) by HALF-YEARLY  
(ACCORDING TO THE CHINESE CALENDAR) DRAWINGS.

PRINCIPAL AND INTEREST PAYABLE IN HONGKONG.

## PRICE OF ISSUE—PAR.

THE HONGKONG AND SHANGHAI BANKING CORPORATION hereby  
invites SUBSCRIPTIONS FOR SHANGHAI TAELS 1,787,000 of 8 PER CENT.

Bonds at the issue PRICE OF PAR, payable as follows:—

SHANGHAI TAELS 10 per cent. on application.

90 " 15 days after allotment.

100</p

## THE CHINA MAIL.

No. 4697.—MARCH 18, 1879.

## Notices to Consignees

BRITISH BARQUE GOLDEN FLEECE,  
FROM CAPE TOWN.

THE above-named Vessel having brought forward the whole of the unsold portion of the Cargo of the British Barque Robert Henderson, from London to Hongkong;—All Consignees of the Robert Henderson's Cargo are hereby informed that a General Average Bond which requires their Signature is now lying at our Office.

Bills of Lading will be countersigned by GILMAN &amp; Co., Agents.

Hongkong, March 12, 1879. ma19

FROM HAMBURG AND LONDON.

THE British Ship Oneida having arrived, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, March 17, 1879. ma24

FROM LONDON AND SINGAPORE.

THE S. S. Gleniffer having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—with the exception of Opium—are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before noon, To-day.

Cargo remaining undelivered after the 1st instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON &amp; Co.

Hongkong, March 14, 1879. ma21

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNNEES.

CONSIGNNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for counter-signature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Ex "Ara."

H. JAH (in cross) No. 107, A'dridge Salmon &amp; Co., 1 case Hosiery, from London.

Ex "Amazon."

M. F. (in diamond) J. W. P. (underneath) No. 4046, Order, 1 case Cotton, from London.

J. H. N. No. 14, Order, 1 case Hosiery, from London.

B. S. M. H. (in cross) No. 15706/7, Order, 2 bales Woollens, from London.

Hongkong, March 15, 1879.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. AMAZONE.

NOTICE.

CONSIGNNEES of Cargo per S. S. India, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-day, the 7th instant, at 3 p.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Friday, the 14th instant, at noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, March 7, 1879.

FOR SALE.

EUGENE RIMMEL'S TROPICAL FLOWER WATER.

SUPERIOR TO ALL SIMILAR PREPARATIONS.

VOGEL &amp; Co., Sole Agents for China.

Hongkong, February 19, 1879. my19

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.

CHINA MAIL Office.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Parts I and II, A to M, with Introduction. Royal 8vo, pp. 404.—By ERNEST JOHN ELLIS, Ph.D. Tübingen.

Price, FIVE DOLLARS, or Two Dollars

AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD &amp; Co., Hongkong and Shanghai; and Messrs KELLY &amp; WALSH, Shanghai.

Hongkong, March 1, 1879.

## Intimations.

HONGKONG WHARF &amp; GODOWNS STORAGE.

GOODS RECEIVED on STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the WHARF, on favorable Terms, with quick despatch.

MEYER &amp; Co., Proprietors.

Hongkong, November 29, 1878. my29

NOTICE TO MARINERS.

No. 98.

CHINA SEA.

SHANGHAI DISTRICT.—WOOSUNG RIVER.

WOOSUNG INNER BAR SIGNALS.

NOTICE is hereby given that on and after the 31st March, 1879, Geometrical Signals will be substituted for the flags now in use at the Woosung Inner Bar Station, shewing the depth of water on the Bar during the day.

An explanatory diagram, shewing the signals which indicate the depth of water from 10 feet to 24 feet and which will shew the same in approaching the signal station both from Shanghai and from seaward, is added herewith.

To indicate a rising tide ball will be hoisted at the mast head.

In case of there being greater or less depth of water than here given, the number of feet will be signalled by the "Universal Code of Signals" at the mast-head, and the half foot by a red and white flag at the yard-arm.

By order of the Inspector-General of Customs.

GERALD E. WELLESLEY,

Acting Engineer-in-Chief.

Imperial Maritime Customs, Engineer's Office, Shanghai, 31st Jan., 1879.

ma21

NOTICE TO MARINERS.

No. 99.

CHINA SEA.

PEIHO RIVER—TIENTSIN DISTRICT.

TAKU BAR LIGHT.

NOTICE is hereby given that on the 9th instant, the Bulk "Aden" sank at her moorings outside the Taku Bar, in 3 fathoms at low water spring.

The "Taku Bar Light," which was exhibited at her Mast, will therefore be discontinued for the present.

By order of the Inspector-General of Customs.

GERALD E. WELLESLEY,

Acting Engineer-in-Chief.

Imperial Maritime Customs, Engineer's Office, Shanghai, 14th March, 1879. ma25

ma25

SAILOR'S HOME.

ANY Cast-off CLOTHING, Books, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1878.

NOT Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

LARGE, British barque, Capt. T. Brown.—Edward Schellhas &amp; Co.

NEHEMIAH GIBSON, American barque, Capt. D. Bradford—Meyer &amp; Co.

CRAGIE LEA, British barque, Capt. A. L. Winther.—Butterfield &amp; Swire.

JOHANN FRIEDRICH, German brig, Capt. A. H. KRONKE.—Wiele &amp; Co.

GOLDEN FLEECE, British barque, Capt. James Wilshire.—Gilmour &amp; Co.

MARY WHITRIDGE, American ship, Capt. Bory F. Cutler.—Russell &amp; Co.

ONEIDA, British ship, Captain S. Clyma.—Gibb, Livingston &amp; Co.

FLEURS CASTLE, British steamer, Capt. Joe Kidder.—Adamson Bell &amp; Co.

JAN PETER, German barque, Capt. Kih. Ewert.—Meyer &amp; Co.

NEWSPAPERS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &amp;c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 66 cents). \$12 per annum (postage paid \$13.80).

Orders should be sent to G. M. Mather &amp; Co., China Mail Office, 2, Wyndham Street, not later than the evening before the departure of the English Mail Steamer.

Terms of Advertising, same as in Daily China Mail.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Parts I and II, A to M, with Introduction. Royal 8vo, pp. 404.—By ERNEST JOHN ELLIS, Ph.D. Tübingen.

Price, FIVE DOLLARS, or Two Dollars

AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD &amp; Co., Hongkong and Shanghai; and Messrs KELLY &amp; WALSH, Shanghai.

Hongkong, March 1, 1879.

## Intimations.

F. HUTCHINGS

F. HUTCHINGS  
began to announce to the Community of Hongkong that he will be able to supply

BEEF, MUTTON, &amp;c., from 1st October, and trusts that they may grant him their support.

Snr.—WALLINGTON STREET, opposite the Cathedral.

Hongkong, September 20, 1878.

10-day's Advertisements.

FOR AMOY, TAMSUI &amp; TAIWANFOO.

The Steamship

"ALBAY,"

Capt. F. ASHTON, will be despatched for the above Ports TO-MORROW, the 19th instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LAPRAIK &amp; Co.

Hongkong, March 18, 1879. ma19

NOTICE TO MARINERS.

No. 98.

CHINA SEA.

SHANGHAI DISTRICT.—WOOSUNG RIVER.

WOOSUNG INNER BAR SIGNALS.

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An explanatory diagram, shewing the signals which indicate the depth of water from 10 feet to 24 feet and which will shew the same in approaching the signal station both from Shanghai and from seaward, is added herewith.

To indicate a rising tide ball will be hoisted at the mast head.

In case of there being greater or less depth of water than here given, the number of feet will be signalled by the "Universal Code of Signals" at the mast-head, and the half foot by a red and white flag at the yard-arm.

By order of the Inspector-General of Customs.

GERALD E. WELLESLEY,

Acting Engineer-in-Chief.

Imperial Maritime Customs, Engineer's Office, Shanghai, 31st Jan., 1879.

ma21

NOTICE TO MARINERS.

No. 99.

CHINA SEA.

PEIHO RIVER—TIENTSIN DISTRICT.

TAKU BAR LIGHT.

NOTICE is hereby given that on the 9th instant, the Bulk "Aden" sank at her moorings outside the Taku Bar, in 3 fathoms at low water spring.

The "Taku Bar Light," which was exhibited at her Mast, will therefore be discontinued for the present.

By order of the Inspector-General of Customs.

GERALD E. WELLESLEY,

Acting Engineer-in-Chief.

Imperial Maritime Customs, Engineer's Office, Shanghai, 14th March, 1879. ma25

ma25

NOTICE TO MARINERS.

No. 100.

CHINA SEA.

PEIHO RIVER—TIENTSIN DISTRICT.

TAKU BAR LIGHT.

NOTICE is hereby given that on the 9th instant, the Bulk "Aden" sank at her moorings outside the Taku Bar, in 3 fathoms at low water spring.

The "Taku Bar Light," which was exhibited at her Mast, will therefore be discontinued for the present.

By order of the Inspector-General of Customs.

GERALD E. WELLESLEY,

Acting Engineer-in-Chief.

Imperial Maritime Customs, Engineer's Office, Shanghai, 14th March, 1879. ma25

ma25

Excellency the Governor and Mrs. Hennessy, Sir Thos. Wade and Lady Wade; secondly, by the inauguration of St. Patrick's Hall at St. Joseph's Church, in presence of Bishop Raimondi, by H. E. Mr. Pope Hennessy; and thirdly, by a dinner and reception at Government House, when nothing but Irish airs were played by the Band of H. M.'s 27th Regiment.

We take the following from a home paper:—“According to our news, the learned Colonel of the Marine Infantry, Don Melchor Ordonez, has been invested with plenipotentiary power with the object of negotiating with the Annamese empire (Indo-China) a political and commercial treaty which will be of great importance for the prosperity of our islands in the Philippines. The Government has given orders for one of the man-of-war at present at Manila to go to Saigon and to be at the disposal of the said official, who will be accompanied as secretary, by Sr. Elduyan, son of the Secretary of State for the Colonies.”—*El Comercio*.

The thick weather of the last week or two has brought forcibly to the minds of those interested the urgent necessity which exists for a light on Gap Rock—a suggestion which, at one time or other, has frequently received the attention of English officials as well as those in the service of the Chinese Government. Situated near the Ases Ear, and being as it is the south westernmost islet of the Kypong Islands which front the entrance to the Canton River, the position is one that would prove most favourable for vessels entering Hongkong Harbour from the south. The islet is 90 feet above the sea level, and would show a light with great effect. Since the subject of lights was first discussed here we have made some progress, and the lights now shown on Cape Colinson, Cape d'Aguilar and Green Island have greatly improved matters for the anxious shipmaster; but we think that there is a consensus of opinion among those interested that Gap Rock should be added to the list of lights on the China Coast, either by the Chinese Government, the English Government, or both.

The sad accident reported by the Shanghai Daily News, in another column, is another of the numerous disasters which have lately befallen the C.M.S.N. Co. Our private information places the value of the cargo lost at Tls. 30,000. It seems that the compradores was superintending the discharge of the rice while the Captain was asleep, and having taken it up out of the lower hold, placed large quantities on deck, when she listed over as described. No less than 60 coolies are said to have been drowned in the confusion caused by the suddenness of the accident. On a former occasion a similar accident occurred in Hankow, where a leaky vessel was loaded on the main deck only, to save the necessity of pumping.

We hear that the C.M.S.N. Co.'s agent at Tientsin has been dismissed for “squeezing,” as he was found to have been paid for preventing the *Leeyuen* from towing vessels into port, thus cutting off a very lucrative employment from the Company. It is unquestionable that Mr. Tong King Sing has a difficult problem to solve in his management of the C.M.S.N. Co., and although he is trying hard to conquer the bad management and corruption, these disasters must try him sorely.

A Customs Notification to Mariners states that on the 9th instant the bulk *Aden* sank at her moorings outside the Taku bar, in 3 fathoms at low water spring, and that the “Taku Bar Light” which was exhibited at her mast will therefore be discontinued for the present.

#### SUPREME COURT. IN SUMMARY JURISDICTION. (Before the Hon. Justice SNOWDEN.)

18th March, 1879.

G. M. Bain v. J. S. Mosby, \$12.—His Lordship gave judgment in this case to-day as follows:—

This suit is brought by the Editor and Proprietor of the *China Mail* and *Overland China Mail* to recover \$12, being a charge of three months' subscription to the *China Mail* and half a year's subscription to the *Overland China Mail*. The account is not large, and it is quite understood that the defendant, the present Consul in this Colony for the United States Government, only raises the claim because he considers a principle of much importance to be involved. These papers the plaintiff has been accustomed to supply to the U. S. Consulate for many years during the term of office of the defendant's predecessor without any absolute order, and they have been received and paid for. The terms for the *China Mail* were payment in advance, but in point of fact the subscriptions have been collected every quarter in arrear. The *Overland China Mail* was generally paid for in advance. These papers were supplied during Mr. Loring's occupation of the office of Vice-Consul, and the charge for them has been included in his account with his Government. Colonel Mosby took possession of the office on the 4th February. On removing to new offices on Feb. 18th he at once refused to take in the papers thinking that he was not authorised to incur the expense. He had seen the papers in Mr. Loring's private residence, and supposed they were taken in his own account. They were not filed in his office. Mr. Loring had taken credit for

the payment in his accounts with the U. S. Government, and doubtless in the hurry of departure had forgotten to hand over the money to the plaintiff; or, more probably, no one called to collect the amount of the bill as the plaintiff had no idea that the supply would be countermanded—and so payment was overlooked until the question arose. There can be no means of making Colonel Mosby in his private character liable for these papers, nor does the plaintiff contemplate any such thing. Not being personally liable he can only become liable in his Consular character by some sort of devolution of liability from a retiring Consular officer to his successor for the sake of public convenience. I thought it possible that there might be some regulation to that effect. The defendant has kindly allowed me to look at the U. S. Consular Regulations, but I can find nothing there which would make a Consul a sort of public factor to sue or be sued on behalf of his Government even for non-articles supplied, such as stationery, gas, and other things authorized by the regulations. I find by Rule 333 that no disturbance for office expenses except the expense of office rent shall be allowed. The result is that Mr. Loring had no authority to order these newspapers and would be personally liable; or, if it can be shown that such payments have been passed in former years in the accounts of the office, that might be such an adoption and ratification of the order as would render a principal liable. Unfortunately for the plaintiff the principal would be the United States Government—not an accessible defendant. The principles on which the liability of foreign States to sue and be sued rest have been well ascertained in a series of legal decisions, and are about the same in England and the United States. A sovereign State, and the aggregation of States called the United States which V. C. Sir W. Page Wood in *Pridman v. The United States and Andrew Johnson*, L. R. 2 Eq. 605, seems a metaphysical entity stands on the same footing) cannot be forced into Court either in the person of an Ambassador or any one else against its will. This rule would apply *a fortiori* to a Consul who is not a representative of his State, nor entitled to any of the privileges or immunities accorded to ambassadors or Chargés d'Affaires, and is amenable as a general rule to the civil and criminal jurisdiction of the country in which he resides (*Hillmire's International Law*, Vol. 2, p. 264). Lord Campbell in the *Maidstone Steam Navigation Co. v. Marion* (28 L.J.Q. s. p. 310) points out some of the inconveniences which might attend the doctrine of the immunity of Foreign States and their representatives. He remarks: “Those who cannot safely trust to the honour of an ambassador in supplying him with what he wants may refuse to deal with him without a surety, who may be sued.” I would suggest that, as the account in question was incurred by the late Vice Consul in his public character, and as the papers were supplied to the Consulate, and the charge has been included in the office accounts, the defendant should consent to communicate with his Government and receive instructions as to the payment of the amount due for what cannot be considered an unnecessary luxury.

Judgment for the defendant and costs.

IN ADMIRALTY.

March 18.—879.

Before His Lordship, the Chief Justice, with Capt. Cleveland, R.N., H.M.C. Iron Duke, and J. P. Mottram, Esq., Acting Harbour Master, as Naval Assessors.

Promovent—KWOOK AYONO.  
Impugnant—SCHULZ, Master.

This was a claim for damages for the loss of the stone junk *Sun Hop Lee*, which was sunk by collision with the S. S. *Yangtze*, of which latter vessel the Impugnant was and is the master. The Hon. J. Russell, (Acting Queen's Advocate), instructed by Mr. Breerton, was for the Impugnant; and Mr. J. Francis, instructed by Mr. Dennis, for the Promovent.

Some discussion took place as to whether an amendment could be made in the Promovent's preliminary act, which was briefly as follows: That the collision took place at 6.45 p.m. of the 6th February 1869, off a place called Mob-kok-sui, just inside the Ly-ee-moon Pass. The wind was North of East, sea rough, moon rising, tide flood and running about 3 miles an hour; course and speed of junk south of West and of steamer North of East; the junk going about 5 or 6 knots an hour, and the steamer at full speed. It was alleged that the junk carried a small bright light on a small mast, that the distance off which the steamer was first seen was about 20 chong right ahead and shewing a bright light on foremast-head, but no side light; that the junk's head was put slightly to port immediately before the collision occurred and that the stem of the steamer cut into the junk nearly at right angles.

The Impugnant alleged that the collision occurred at about 6.40 p.m. on Thursday, the 6th of February, 1879, off the Channel Rocks, Kowloon Bay, the wind being E. by N.; the weather moonlight, sea moderate, strong E. by N., moderate flood tide. The course was E. by S. at a speed of nearly 7 knots, and that the three regulation lights were burning brightly. The distance when the junk was first observed was given as one mile, and that she had no light burning the whole time. He piloted the Danish brig *Gylden*. We揣ured (he said) in the course of the Bay, opposite Show-ki-wan. He remembered seeing a collision between a steamer and a junk on the 6th Feb. 1879; it took place about 500 feet from the busi on the Hongkong side, and about 60 cheungs off the land. The nearest land was Mok-Koh-Sui. The moon was not above the hills. I saw the lights of the steamer at the time of the collision; she had a white mast-head light. After the collision I saw the side lights. I was first attracted to look in that direction by hearing the cries of people screaming, and took the spy-glass to look. I first saw the junk as she came through the Ly-ee-moon. The steamer was heading N.E. at the time I saw her. At the end of the

Sai-pan to Victoria. She was running in with the flood tide and the wind on the starboard quarter, making as nearly as possible 5 or 6 miles an hour. The first thing that was noticed was a Danish brig, which was lying at anchor near Show-ki-wan, and shewing a single bright light ahead. After passing the brig (the *Gylden*) a light was seen ahead, and the Captain, who was also the steersman, seeing only one bright light, concluded she was some distance astern and consequently never changed his course until close to her, when, seeing that she was a vessel in motion, he endeavoured to starboard a little. He did not know she was in motion until 200 yards off, as she exhibited no side light.

The learned Counsel contended that the junk carried a light, that she did not alter her course until within a very short distance of the steamer, as the latter, shewing no side lights, was thought to be at anchor. After the collision had taken place the steamer rounded and then shewed side lights, and the inference, he contended, was that as she had only shortly left port that they were in the act of putting the lights up just as the collision occurred. Just before the collision, he said, the steamer ported her helm, and of course the junk being in the act of starboarding whilst the steamer's head was going to starboard, she was struck on the starboard side. The junk was very frail, as all such boats were, and she was cut completely in two, but although there were 20 people on board—men, women, and children—no lives were lost. It was right to say that this was due to the action of the master of the Danish brig *Gylden*, who came promptly to the rescue with the pilot.

The Queen's Advocate said that the *Yangtze* sent a boat also, and saved some of the people.

His Lordship said that he was sure all deserved commendation.

Mr. Francis went on to say that the fore part of the junk drifted with the tide high and dry, and was found there next morning, and two of the children also drifted on shore on a piece of plank, landing at Quarry Point or Mok-koh-Sui, and had walked to Show-ki-wan. These two facts (or *Facts*) thought went to show that if the collision took place near the Channel Rocks, as the Impugnant alleged, the boat and children could not have drifted to the spot they did. The facts of the case were he thought very clear. He contended that, although the junk carried a light, she was not legally compelled to do so. Boats of that class did not come under the provisions of the Merchant Shipping Act.

His Lordship asked if Mr. Francis could quote any case to that effect.

Mr. Francis said he could; there was one case in which a dung-barge had been run down whilst drifting along a river and had recovered damages. The rules of the Road, he said, required steamers to keep out of the way of all other craft, and that, moreover, the steamer was wrong by her own shewing as she ported when the junk was shewing a green light (supposing she had carried side lights), whilst the steamer's green light would have been visible to the junk. He further contended that, although it was imperative for steamers to get out of the way of every other kind of craft, this did not of necessity compel other vessels to keep a steady course; this would depend in a great measure on the movements of the steamer. After a few more remarks he proceeded to call evidence.

Kwook Ayono was then called and said, he was the sole owner and captain of the *Sun Hop Lee* stone junk; she was about 800 tons burden. The whole of the day of the 5th February was loading stone for balls, for the shipping at Sai-pan. We left Sai-pan at 6 p.m. of the 6th February and got into the narrow part of Ly-ee-moon. We were running E. N. (N.). The weather was good, the wind being moderate with a little sea. We were going 4 tons an hour (about 40 ft.). We were nearer the Hongkong shore and were steering towards Mok-Koh-Sui. The wind was blowing over the starboard quarter of the junk. The junk had two masts and three sails. Witness was steering; there were 13 men, 3 women and 4 children on board the junk; a light was burning on board as we came through the Ly-ee-moon. The light was a round light hoisted on a pole about a fathom and a half long on the stern; it was about 2' fathoms from the main binnacle. It was round, of glass, surrounded by brass, and cost about 5 cents. Witness thought it could be seen from the distance of 100 fathoms. Off Show-ki-wan harbour he saw a two-masted foreign vessel and passed to the north of her about 500 feet. She had a white light burning. After passing the vessel he still kept on the same course towards Quarry Point and on looking towards Hongkong harbour he saw a steamer, but that it was a foreign sailing vessel at anchor at the time. The junk was kept in the same course, but kept watching the light, and as the junk drew nearer called out to the lookout to look out properly, when found that the vessel was a steamer and the name upon her was *Sun Hop Lee*. We were near the Hongkong shore and were steering towards Mok-Koh-Sui. The wind was blowing over the starboard quarter of the junk. The junk had two masts and three sails. Witness was steering; there were 13 men, 3 women and 4 children on board the junk; a light was burning on board as we came through the Ly-ee-moon. 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## To Let.

**TO LET.**  
MARINE HOUSE, QUEEN'S ROAD.—  
East—GROUND FLOOR, consisting of OFFICES, COMRADE'S QUARTERS, and GODOWNS.  
West—A RESIDENCE, with Business Accommodation, complete.  
Gas and WATER laid on.  
Each of these Premises can be Let in whole or in apartments.

Apply to E. R. BELILIOS.  
Hongkong, March 11, 1879. apl

## TO LET.

**G**R E E N M O U N T,  
Possession on or before 15th May.  
Apply to GILMAN & Co.  
Hongkong, March 4, 1879.

## TO LET.

**P**ORTION of a HOUSE, very suitable for OFFICES and DWELLING, also for a STORE, Queen's Road Central, Possession 1st March next.

Apply to LANDSTEIN & Co.  
Hongkong, February 4, 1879.

## TO LET.

**O**FICES on the FIRST FLOOR, No. 8, QUEEN'S ROAD.

Apply to J. NOBLE,  
No. 8, Queen's Road.  
Hongkong, March 13, 1879. apl22

## TO LET.

**I**N the Houses on MARINE LOT 65, formerly known as the Blue Houses, situated on Praya East.—

**F**IRST FLOORS of Nos. 2 and 4, Praya East.

**A**s also,  
A FRONT and BACK ROOM in the DWELLING, to the eastward of the Pier, with part of its spacious Verandah, Immediate Possession.

**T**O LET.  
**F**IRST CLASS GRANITE GODOWNS, attached to Blue Houses at Wanchai, MARINE LOT 65.

**A**lso,  
A SPACIOUS TIMBER YARD, close to the Wanchai Pier. Timber received on Storage or the Yard Rented.

For further particulars, apply to MEYER & Co.  
Hongkong, March 4, 1879.

## TO BE LET.

On Shameen—Canton.

**T**HE SPACIOUS PREMISES lately occupied by Messrs OLIPHANT & Co., comprising DWELLING House, with Goods, TEA and SILK ROOMS attached.

For Particulars, apply to EDWARD DAVIS,  
Canton.

Canton, March 12, 1879. apl2

## TO BE LET.

**T**WO Excellent STONE-FLOORED GODOWNS, on Marine Lot No. 10, Praya Central.

Apply to TURNER & Co.  
Hongkong, August 1, 1878.

## TO LET.

**F**IRST-CLASS OFFICES and GODOWNS, Nos. 54 and 60, Praya Central.

Apply to WO HANG,  
Nos. 6 and 7, Praya West.  
Hongkong, January 2, 1879.

## Notices of Firms.

## NOTICE.

THE INTEREST and RESPONSIBILITY of Mr F. GROBEN in our Firm CEASES To-day.

SANDER & Co.  
Hongkong, March 1, 1879. apl

## NOTICE.

THE INTEREST and RESPONSIBILITY of Mr WALTER SCOTT FITZ, in our Firm in Hongkong and China, CEASED on the 31st December last.

Mr CHARLES VINCENT SMITH is admitted a Partner from This Date.

RUSSELL & Co.  
Hongkong, January 1, 1879. y1

## NOTICE.

THE Interest and Responsibility of the Undersigned has LEASED the *Chinese Mail*, 漢字日報 (Wah Tse Yat Po), CHASSED from the 1st August, 1877, but Debts prior to that Date will be received and paid by him.

CHUN AYIN.

Hongkong, April 6, 1878.

## NOTICE.

In Reference to the above, the Undersigned has engaged the services of Mr LIONG YOOK CUTS, as Translator and General Manager of the newspaper, which under its new régime will be found to be, as hitherto, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the Newspaper.

KONG CHIM.

Leases of the *Hongkong Chinese Mail*.  
Hongkong, April 6, 1878.

## Halls.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;

ALSO, BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON SATURDAY, the 22nd March, 1879, at Noon, the Company's S. S. DJEMNAH, Commandant HEINANDEZ, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

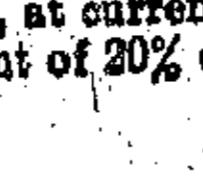
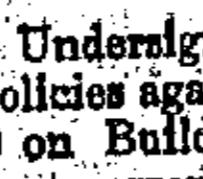
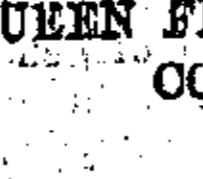
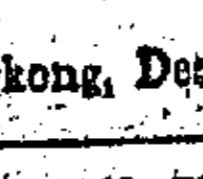
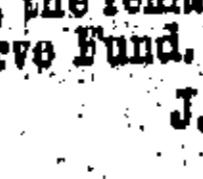
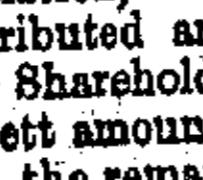
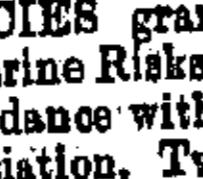
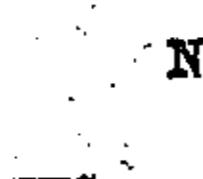
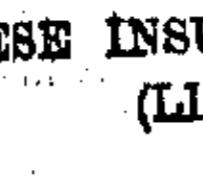
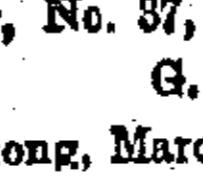
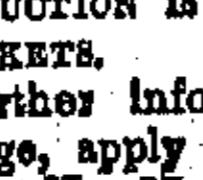
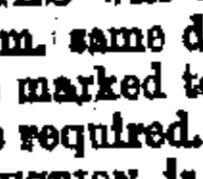
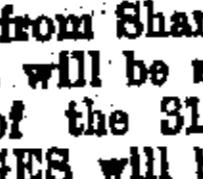
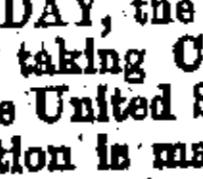
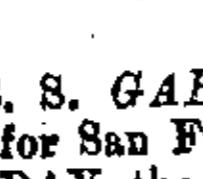
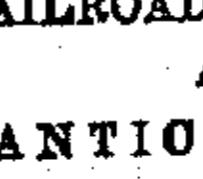
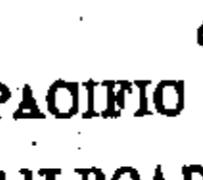
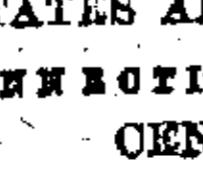
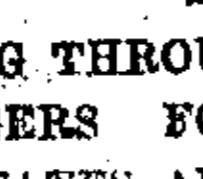
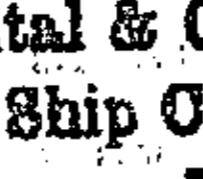
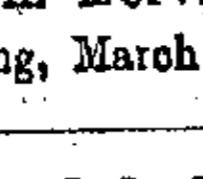
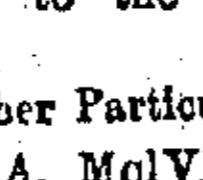
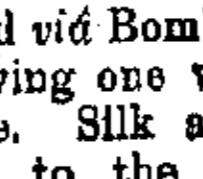
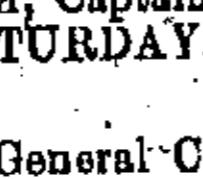
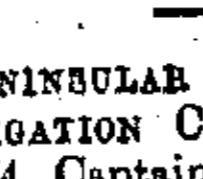
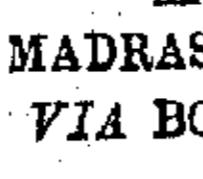
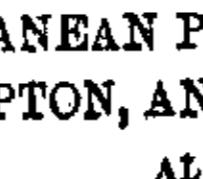
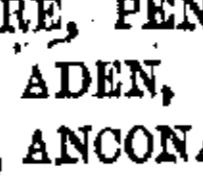
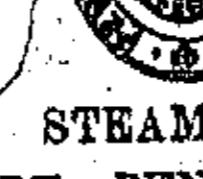
Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 21st March, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, March 11, 1879. ma22



## Insurances.

ROYAL INSURANCE COMPANY.  
THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co.,  
Agents, Royal Insurance Company.  
Hongkong, October 27, 1874.

## LANCASHIRE INSURANCE COMPANY.

## (FIRE AND LIFE.)

CAPITAL, TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

## HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTREE,  
Secretary.

Hongkong, November 1, 1871.

## THE LONDON ASSURANCE.

## INCORPORATED BY ROYAL CHARTER

of  
His Majesty King George The First,  
A. D. 1720.

—

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £100,000 "

Reserve Fund upwards of £120,000 "

Annual Income £250,000 "

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 15, 1868.

## SWISS LLOYD TRANSPORT INSURANCE COMPANY OF WINTERTHUR.

THE Undersigned having been appointed Agents for the above Company, have this Day taken over charge of the Hong Kong Agency, and are prepared to grant INSURANCE on MARINE RISKS at Current Rates to all parts of the World.

MEYER & Co.

Hongkong, February 10, 1879.

## THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to Grant Policies against FIRE on Buildings and on Goods to the extent of £60,000, at the usual Rates, subject to an immediate Discount of 20 per cent.

Attention is invited to a considerable reduction in Premium for Life Insurance in China.

MEYER & Co.

Hongkong, August 18, 1878.

## NORTH BRITISH &amp; MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, January 1, 1879.

## QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against FIRE to the extent of £45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a discount of 20 per cent.

NORTON & Co., Agents.

Hongkong, January 1, 1879.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the